THE CANADIAN RAILROAD HISTORICAL ASSN.

RATTLER

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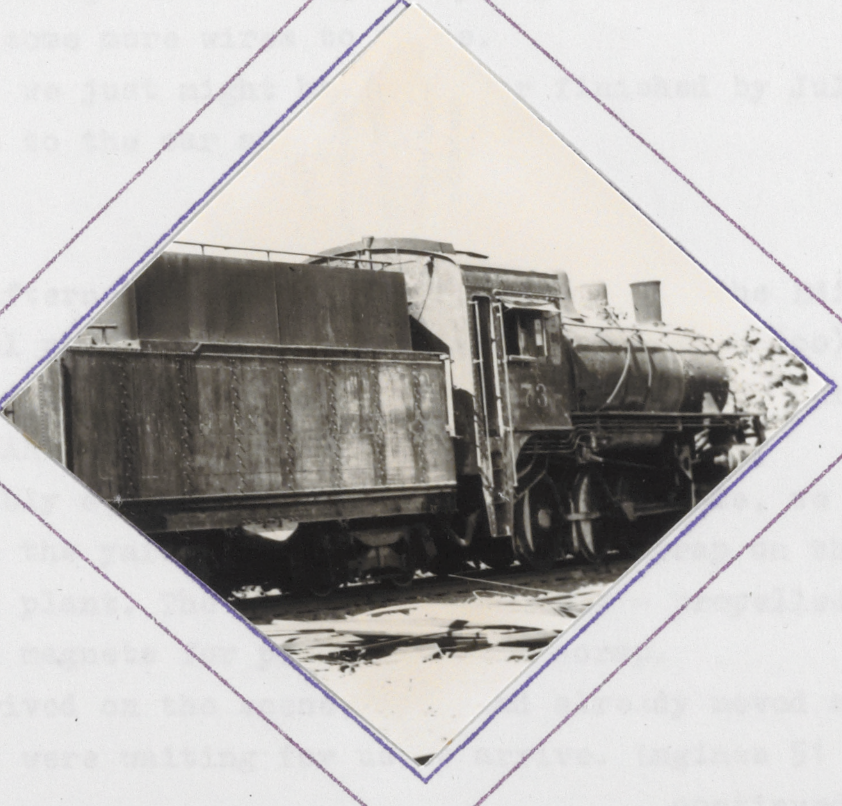
NAR

THE MOVING OF NUMBER 73



MEETING

The regular montly meeting of the Canadian Railroad Historical Assn., Edmonton Branch, will be held on Tues, May 12th, at 8:00 pm in the Cromdale Car Barns.

A tape - slide show will be presented on a trip through the Crowsnest Pass of Southern Alta and BC.

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Car No.1

Work is coming along very well on the car. It was at first thought that the car sides would have to be sanded down by hand because of the age of the wood. The job went very slow and we were not getting the results hoped for. An air sander was tried last week and it did a very good job on one side but on the other side the boards were badly warped. This week an electric sander was tried and proved to be the best way. The entire car will now be done which should give us a beautiful finish.

After sanding a car side, the boards look like they were just nailed into place.

The inside of the car is almost ready for painting, which will be done by spay gun.

The wheelbearings are holding us up right now and the electricians have some more wires to trace.

All in all, we just might have the car finished by July 1st.

So come out to the car and lend a hand.

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Moving of No. 73

On Friday afternoon, April 18th, Doug Yuil and the Editor visited the steel plant of Premier Steel Mills (now Stelco) in the East Edmonton Industrial area.to watch proceedings during the moving of NAR engines, now stored ontthe property.

After suitably equipping ourselves with hard hats, we made our way through the yard to the large piles of scrap on the north side of the plant. The plant uses two self - propelled diesel cranes with magnets for picking up the scrap.

When we arrived on the scene, they had already moved a number engines and were waiting for us to arrive. Engines 51 and 161

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had all ready been spotted on the far end of the storage track. No. 52 had been put on another track. Operation got under way again and engine 58 was pulled out and set on still another track, providing us with a good vantage point. When the last of the engines had been pulled out and spotted, 58 was pushed into line and then it was time for 73 to be moved. Groaning and protesting with various sounds she was dragged slowly from one track and pushed to the head of the line of engines. The engines are weathered a lot, but a steel brush and a coat of paint would make them look just like the old days. The paint on 101's tender for example, still has a shine on it.
Here is the present lineup of engines: #51 2-10-0, #161 4-6-2, #101 2-10-0, #58 2-10-0, #52 2-10-0, #72 2-8-0, #74 2-8-0, #73.

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new printing ....

Copies of Eric Johnson's magazine on "Railway Equipment Preserved in North America" are now on sale. It contains 42 comprehensive pages of all types of equipment preserved.and represents many, many hours of checking and crosschecking a variety of sources. The magazine was run off on a Ditto machine using standard size (8½x11) pages.
Perfect for your holiday travels no matter where you may be going this summer. A very good buy at a $1.00 a copy, 50¢ to CRHA members, it is available from Eric at one of the meetings or write to 15942 - 107A Ave, Edmonton.

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This is end of news.

WORK PARTIES ON CAR NO. 1 ARE HELD EVERY MONDAY EVENINGS AT 7:00 PM. ENTER BACK DOOR OF MACHINE SHOPS -

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